

Shipper (full style and address) NMT PROJECTS INTERNATIONAL (AMERCIAS) INC. 14950 HEATHROW FOREST PKWY SUITE 230 HOUSTON, TX 77032		 BBC Bill of Lading www.bbc-chartering.com	
Consignee (full style and address) INKOOP SA BOULEVARD COSTA DEL ESTE PH FINANCIAL PARK, 14GE 8 PANAMA		B/L No. HOUPUN10	Booking No. 24-145
		Vessel BBC WESER	Voyage
		Customer Reference S22085	
Notify Party (full style and address) PANAMA CUSTOMS BROKERS HOWARD PANAMA PACIFICO, EDIFICIO 9075, LOCAL #5 Y 6 ATTN: MPSA TEAM PHONE: +507 366 5100 E-MAIL: MINERA@PCBPANAMA.COM		Port of loading (Carrier's berth unless otherwise specified) HOUSTON, UNITED STATES MANCHESTER TERMINAL	
		Port of discharge (Carrier's berth unless otherwise specified) PUNTA RINCON, PANAMA	
PARTICULARS DECLARED BY THE SHIPPER BUT NOT ACKNOWLEDGED BY THE CARRIER			
Containers No. / Seal No. / Marks and Numbers	Number and kind of packages; description of cargo SAID TO BE	Gross weight SAID TO WEIGH	Measurement SAID TO MEASURE
EMSU124658-0 SEAL: 42221418 CONTAINER EMSU127162-3 SEAL: 42221417 S EMSU872888-2 SEAL: 42221420 1- 40' HC REEFER SOC STC (20) PALLETS PURIFIED WATER 25,801 KGS 86.083 CBM EMSU872930-1 SEAL: 42221419 1- 40' HC REEFER SOC STC (20) PALLETS PURIFIED WATER 25,801 KGS 86.083 CBM	49 1- 40' HC REEFER SOC STC (20) PALLETS PURIFIED WATER 25,801 KGS 86.083 CBM 1- 40' HC REEFER SOC STC (20) PALLETS PURIFIED WATER 25,801 KGS 86.083 CBM 1- 40' HC REEFER SOC STC (20) PALLETS PURIFIED WATER 25,801 KGS 86.083 CBM 1- 40' HC REEFER SOC STC (20) PALLETS PURIFIED WATER 25,801 KGS 86.083 CBM	792,839.000 KGS	2,462.437 CBM
Total: 49 Items; 792839.000 KGS; 2462.437 CBM Additional details as per Attachment AES: X20231102069129			
LINER IN / FREE OUT			
ON BOARD BBC WESER AT HOUSTON, UNITED STATES ON 6/5/2024 THESE COMMODITIES, TECHNOLOGY, OR SOFTWARE WERE EXPORTED FROM THE UNITED STATES IN ACCORDANCE WITH THE EXPORT ADMINISTRATION REGULATIONS. ULTIMATE DESTINATION PUNTA RINCON, PANAMA DIVERSION CONTRARY TO U.S. LAW PROHIBITED. ALL CARGO CARRIED ON DECK AT SHIPPER'S / CHARTERER'S / RECEIVER'S RISK AS TO PERILS INHERENT IN SUCH CARRIAGE, ANY WARRANTY OF SEAWORTHINESS OF THE VESSEL EXPRESSLY WAIVED BY THE SHIPPER / CHARTERER / RECEIVER, AND IN ALL OTHER RESPECTS SUBJECT TO THE PROVISIONS OF THE UNITED STATES CARRIAGE OF GOODS BY SEA ACT , 1936 SHIPPERS LOAD, STOW, SEAL AND COUNT			
SHIPPED on board in apparent good order and condition (unless otherwise stated herein) the total number of Containers/Packages or Units indicated above and the cargo as specified above, weight, measure, marks, numbers, quality, contents and value unknown, for carriage to the Port of discharge or so near thereunto as the vessel may safely get and lie always afloat, to be delivered in the like good order and condition at the Port of discharge unto the lawful holder of the Bill of Lading, on payment of freight as indicated to the right plus other charges incurred in accordance with the provisions contained in this Bill of Lading. In accepting this Bill of Lading the Merchant (as defined hereinafter, Clause 1) expressly accepts and agrees to all its stipulations on both Page 1 and Page 2, whether written, printed, stamped or otherwise incorporated, as fully as if they were all signed by the Merchant. One original Bill of Lading must be surrendered duly endorsed in exchange for the cargo or delivery order, whereupon all other Bills of Lading to be void. IN WITNESS whereof the Carrier, Master or their Agent has signed the number of original Bills of Lading stated below right, all of this tenor and date.		Shipper's declare value XXX	Declared value charge XXX
		Freight details and charges FREIGHT PREPAID – FREIGHT AMOUNT \$74,800.00	
		Daily detention rate (Special Clause A) / Demurrage (Clause 10)	
		Special terms as per Booking Note dated:	
Carrier's name / principal place of business (if BBC is not listed as Carrier, BBC is acting as Agents only) BBC CHARTERING CARRIERS GMBH & CO.KG HAFENSTRAÙE 12 26789 LEER GERMANY		Date shipped on board 6/5/2024	Place of issue PUNTA RINCON, PANAMA
Signature of the Carrier or for the Carrier Name and Signature of Master / Agent MASTER OF M/V BBC WESER CAPT. PAVEL SEMASHKO		Number of original Bills of Lading 3 (Three)	
		Pre-carriage by*	
		Place of receipt by pre-carrier**	Place of delivery by on-carrier*

*Applicable only when pre/on-carriage is arranged in accordance with Clause 9

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BBC Bill of Lading Addendum

B/L No. HOUPUN10	Booking No. 24-145	Vessel BBC WESER - 9347047
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PARTICULARS DECLARED BY THE SHIPPER BUT NOT ACKNOWLEDGED BY THE CARRIER

Containers No. / Seal No. / Marks and Numbers	Number and kind of packages; description of cargo SAID TO BE	Gross weight SAID TO WEIGHT	Measurement SAID TO MEASURE
FQMU192640-8 SEAL: J-444624	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,694 KGS 38.511 CBM		
FQMU196529-8 SEAL: J-444631	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,694 KGS 38.511 CBM		
FQMU198096-6 SEAL: 42221422	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU199653-4 SEAL: 42221407	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU199654-0 SEAL: 42221415	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU199819-9 SEAL: J-444641	1 20' SOC STC (10) PALLETS PURIFIED WATER 12,694 KGS 38.511 CBM		
FQMU199847-6 SEAL: 42221423	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU203796-1 SEAL: 42221414	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU203812-4 SEAL: J-444643	1 20' SOC STC (10) PALLETS PURIFIED WATER 12,694 KGS 38.511 CBM		
FQMU203817-1 SEAL: 42221405	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU203822-7 SEAL: 42221409	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU203827-4 SEAL: 42221406	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU203828-0 SEAL: J-444637	1 20' SOC STC (10) PALLETS PURIFIED WATER 12,694 KGS 38.511 CBM		
FQMU203829-5 SEAL: 42221402	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU234960-9 SEAL: 42221416	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU234963-5 SEAL: 42221412	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU234975-9 SEAL: 42221429	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU240664-8 SEAL: 42221403	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU240670-9 SEAL: J-444654	1 20' SOC STC (10) PALLETS PURIFIED WATER 12,694 KGS 38.511 CBM		
FQMU240724-3 SEAL: J-444646	1 20' SOC STC (10) PALLETS PURIFIED WATER 12,694 KGS 38.511 CBM		
FQMU240765-0 SEAL: 42221401	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU240768-6 SEAL: 42221410	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU240771-0 SEAL: 42221425	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU240796-3 SEAL: 42221413	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU240800-2 SEAL: 42221411	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU240801-8 SEAL: J-444630	1 20' SOC STC (10) PALLETS PURIFIED WATER 12,694 KGS 38.511 CBM		
FQMU240803-9 SEAL: J-444651	1 20' SOC STC (10) PALLETS PURIFIED WATER 12,694 KGS 38.511 CBM		
FQMU240805-0 SEAL: 42221424	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU240806-5 SEAL: 42221404	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU240807-0 SEAL: 42221428	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU240825-5 SEAL: 42221408	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		
FQMU240836-3 SEAL: J-444621	1 20' SOC STC (10) PALLETS PURIFIED WATER 12,694 KGS 38.511 CBM		
FQMU274827-6 SEAL: J-444663	1 40' SOC STC (20) PALLETS PURIFIED WATER 24,812 KGS 77.022 CBM		
FQMU277441-8 SEAL: J-444638	1 40' SOC STC (20) PALLETS PURIFIED WATER 24,812 KGS 77.022 CBM		
FQMU334819-2 SEAL: 42221427	1 20' SOC STC (10) PALLETS PURIFIED WATER - BOTTLED 12,699 KGS 38.511 CBM		

FQMU341691-2 SEAL:
42221426
FQMU357584-8 SEAL:
42221421
FQMU420507-2 SEAL: J-
444614
FQMU443548-1 SEAL: J-
444611
FQMU475157-7 SEAL: J-
444634
FQMU477493-1 SEAL: J-
444618
FQMU517604-5 SEAL: J-
444652
FQMU546363-6 SEAL: J-
444685
FQMU577895-2 SEAL: J-
444625
FQMU860499-6 SEAL: J-
444623

1 20' SOC STC (7) PALLETS PURIFIED WATER -
BOTTLED 9,534 KGS 38.511 CBM
1 20' SOC STC (10) PALLETS PURIFIED WATER -
BOTTLED 12,699 KGS 38.511 CBM
1 40' SOC STC (20) PALLETS PURIFIED WATER 24,842
KGS 77.022 CBM
1 40' SOC STC (20) PALLETS PURIFIED WATER 25,102
KGS 77.022 CBM
1 40' SOC STC (20) PALLETS PURIFIED WATER 24,832
KGS 77.022 CBM
1 40' SOC STC (20) PALLETS PURIFIED WATER 24,862
KGS 77.022 CBM
1 40' SOC STC (20) PALLETS PURIFIED WATER 24,742
KGS 77.022 CBM
1 40' SOC STC (20) PALLETS PURIFIED WATER 24,837
KGS 77.022 CBM
1 40' SOC STC (20) PALLETS PURIFIED WATER 24,752
KGS 77.022 CBM
1 40' SOC STC (20) PALLETS PURIFIED WATER 24,792
KGS 77.022 CBM

TOTALS 49 X SOC'S STC (627) PKGS 792,839 KGS
2,462.437 CBM

BBC Bill of Lading Terms and Conditions

1. Definition

"Merchant" includes the charterer, the shipper, the receiver, the consignee, the holder of the Bill of Lading, the owner of the cargo and any person entitled to possession of the cargo.

1. Notification

(a) Should the Carrier anticipate that, for whatever reason, the vessel will not be ready to load the cargo by the end of the shipping period, it will notify the Merchant thereof without delay stating the expected date of the vessel's readiness to load and asking whether the Merchant will exercise its option of cancelling the carriage, or agree to a new shipping period.

(b) The Merchant must exercise its option within 48 running hours after the receipt of the Carrier's notice. If the Merchant does not exercise its option of cancelling, then the new shipping period shall apply.

(c) The provisions of sub-clause (b) of this clause shall operate any time the Carrier requests amendment of the shipping period.

(d) All notices of arrival are given in good faith, weather and unforeseen circumstances permitting, and without guarantee.

2. Liability under the Contract

(a) Unless otherwise provided herein, the Hague Rules contained in the International Convention for the Unification of Certain Rules Relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment shall apply to this Contract. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply. In respect of shipments to which there are no such enactments compulsorily applicable, the terms of Articles I-VIII inclusive of said Convention shall apply. In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on 23rd February 1968 ("The Hague-Visby Rules") apply compulsorily, the provisions of the respective legislation shall be considered incorporated in this Bill of Lading. Where the Hague Rules or part of them or the Hague-Visby Rules apply to carriage under this contract, the applicable rules, or part of them, shall likewise apply to the period before loading and after discharge where the Carrier (or his agent) have custody or control of cargo. Unless otherwise provided herein, the Carrier shall in no case be responsible for loss of or damage to deck cargo and/or live animals.

(b) The Carrier shall under no circumstances be liable for consequential damages or losses including damages for delay and/or loss of or damage to cargo or for loss of or damage to or of the cargo, such cargo shall in any event be limited to the freight covered by this Bill of Lading or to the limitation amount determined by sub-clause 3(a) or Special Clause B, whichever is lesser.

(c) The aggregate liability of the Carrier and/or any of its servants, agents or independent contractors under this Contract shall, in no circumstances, exceed the limits of liability for the total loss of the cargo under sub-clause 3(a) or, if applicable, the Special Clauses.

3. Law and Jurisdiction

Except as provided elsewhere herein, any dispute arising under or in connection with this Bill of Lading shall be referred to arbitration in London. The arbitration shall be conducted in accordance with the London Maritime Arbitrators Association (LMAA) terms. The arbitration Tribunal to consist of three arbitrators, one arbitrator to be appointed by each party and the two so appointed to appoint a third arbitrator. English law is to apply.

4. The Scope of the Contract

(a) The intended carriage shall not be limited to the direct route but shall be deemed to include any proceeding or returning to or stopping or slowing down at or off any ports or places for any reasonable purpose connected with the carriage including bunkering, loading, discharging or other cargo operations and maintenance of vessel and crew. The Carrier shall have the liberty of restoring the cargo and loading and discharging other cargo for the account of the Merchant or ports enroute or not enroute.

(b) Any deviation, change in discharge port or time lost due to environmental hazards or due to avoidance of same to be for Merchant's account and such deviation shall not be considered unjustified.

5. Substitution of Vessel

The Carrier shall be at liberty to carry the cargo or part thereof to the port of discharge by the sail or other vessel or vessels either belonging to the Carrier or others, or by other means of transport, proceeding either directly or indirectly to such port.

6. Transhipment

The Carrier shall be at liberty to tranship, land and store the cargo either on shore or afloat and reship and forward the same to the port of discharge at the Carrier's expense but at Merchant's risk.

7. Lightering

Any lightering in or off ports of loading or ports of discharge to be for the risk and account of the Merchant.

8. Liability for Pre- and On-Carriage

When the Carrier arranges pre-carriage of the cargo from a place other than the vessel's port of loading or on-carriage of the cargo to a place other than the vessel's port of discharge, the Carrier shall be liable for the cargo from the place of pre-carriage to the vessel's port of loading and from the vessel's port of discharge to the place of on-carriage. The Carrier shall not be liable for any loss or damage arising during any part of the carriage other than between the port of loading and the port of discharge even though the freight for the whole carriage has been collected by him.

9. Loading and Discharging

(a) Loading and discharging of the cargo shall be arranged by the Carrier or his Agent unless otherwise agreed or noted herein.

(b) The Merchant shall, at his risk and expense, handle and/or store the cargo before loading and after discharging.

(c) Loading and discharging may commence without prior notice.

(d) The Merchant or his Agent shall tender the cargo when the vessel is ready to load and as fast as the vessel can receive. Including, if required by the Carrier, outside ordinary working hours notwithstanding any custom of the port, if the Merchant or his Agent fails to tender the cargo when the vessel is ready to load or fails to load as fast as the vessel can receive the cargo, the Carrier shall be relieved of any obligation to load such cargo, the vessel shall be entitled to leave the port without further notice and the Merchant shall be liable to the Carrier for deadfreight and/or any overtime charges, losses, costs and expenses incurred by the Carrier and in addition the Merchant shall be liable to pay the Carrier detention at the rate USD 30,000 per day or pro rata, payable day by day (or such other sum as is stated on the face of the Bill of Lading) for the period of any delay.

(e) The Merchant or his Agent shall take delivery of the cargo as fast as the vessel can discharge including, if required by the Carrier, outside ordinary working hours notwithstanding any custom of the port. If the Merchant or his Agent fails to take delivery of the cargo, the Carrier's discharging of the cargo shall be deemed fulfillment of the contract of carriage. Should the Merchant not be applied for within a reasonable time, the Carrier may sell the same privately by auction.

If the Merchant or his Agent fails to take delivery of the cargo as fast as the vessel can discharge, the Merchant shall be liable to the Carrier for any overtime charges, losses, costs and expenses incurred by the Carrier and in addition the Merchant shall be liable to pay the Carrier detention at the rate USD 30,000 per day or pro rata, payable day by day (or such other sum as is stated on the face of the Bill of Lading) for the period of any delay. All delivery takes place at the end of the vessel's hook unless otherwise specified.

(f) If total detention accumulated at all ports exceeds 30 days, at Carrier's option Carrier may charge Merchant detention at the market rate commencing on the 31st day of detention.

(g) The Merchant shall be responsible for providing all necessary equipment for loading and discharging, including cranes, slings, lashing and dunnage.

(h) Securing of the cargo to be accomplished to Merchant's satisfaction. The time and expense of additional cargo securing required by the Merchant or Merchant's representative to be for Merchant's account.

(i) The Merchant shall accept his reasonable proportion of unidentified loose cargo.

(j) Cargo to be carried on terms in free out, free in/out, free in/out shall be loaded and/or discharged (as applicable) by the Merchant free of any risk, liability, cost and expense whatsoever to the Carrier. The Merchant shall be liable to the Carrier for the negligence of the stevedores whom the Merchant shall appoint. Unless otherwise stated, demurrage shall be USD 30,000 per day or pro rata and payable day by day.

(k) Notice of Readiness may be tendered on arrival, at any time, day or night, all weekend days and whether in port or not, whether in berth or not, whether customs cleared or not, whether in free pratique or not. Notice of Readiness to be considered valid as when tendered, and time to count accordingly.

(l) Detention shall be considered liquidated damages only covering hire of the vessel, in-port bunker costs and regular port expenses. The Carrier is entitled to claim from the Merchant any other expenses whatsoever caused by delay of the vessel in and/or of the port.

(m) Should the vessel not be able to berth for any reason including congestion after 48 hours after arrival at or off the port, the Carrier has the option to sail the vessel and cancel this contract. If the terms are Free In or Merchants or Shipper's berth, the Merchant shall own deadfreight. Should for any reason the vessel be unable to discharge the cargo within 5 days of arrival at or off the discharge port, the Carrier shall be at liberty to deviate to any other port whatsoever and there discharge the cargo at the Merchant's expense and such alternative port shall be deemed to be fulfillment of the contract of carriage.

10. Freight, Deadfreight, Charges, Costs, Expenses, Duties, Taxes and Fines

(a) Freight, whether paid or not, shall be considered as fully earned and due upon loading and non-returnable in any event. Unless otherwise specified, freight and/or charges under this Contract are payable by the Merchant to the Carrier on demand. Interest of 8 per cent above the official dealing rate of the Bank of England (the base rate) as announced shall start to run on the fifteenth (15) day after the freight, demurrage, detention and/or other charge whatsoever becomes due and owing.

(b) The Merchant shall be liable for all costs and expenses of fumigation, gathering and sorting loose cargo and weighing on board, repairing damage to and replacing of packing due to excepted causes, and any extra handling of the cargo for any of the aforementioned reasons. The Merchant shall be specifically liable for all costs, expenses, losses and liabilities incurred due to non-approved or contaminated or infested damage supplied by Merchant including all costs of transporting the cargo to another port, if required.

(c) The Merchant shall be liable for any dues, duties, taxes and charges that under any denomination may be levied, inter alia, on the basis of freight, weight or measurement of cargo or tonnage or classification of the vessel including all Suez or Panama Canal charges.

(d) The Merchant shall be liable for all fines, penalties, costs, expenses, damages and/or losses that the Carrier, vessel or cargo may incur through non-observance of Customs House and/or import or export regulations.

(e) Payments, including partial payments made pursuant to this Contract are with prejudice, nonreturnable, and will be credited to the amount due. Acceptance of a partial payment under no circumstances waives the full amount due and owing.

(f) The Carrier is entitled to an advance of corrected declaration of contents, weights, measures or value of the cargo in advance of the freight, losses and expenses. Additional freight shall be determined as agreed freight amount divided by agreed volume of cargo in weight measurement and times additional volume of the cargo in weight measurement. Notwithstanding aforementioned provision, if the Carrier could not load cargo belonging to other Merchants because of the incorrect declaration, the Merchant shall indemnify the Carrier from any losses and expenses whatsoever caused by the incorrect declaration. For the purpose of ascertaining the actual freight, the Carrier shall have the right to obtain from the Merchant the original invoice and to have the cargo inspected and its contents, weight, measurement or value verified.

(g) Any additional insurance premium charged by vessel's underwriters for breaching trading limitations (NLI) or war risk exclusions to be for Merchant's account. Any extra insurance procured (including war risks) or costs incurred to protect vessel, crew, and cargo against risk of piracy, robbery or terrorism shall be paid by Merchants upon request of Carrier.

(h) In the event that the Merchant fails for whatever reason to tender or load the cargo or part thereof, or if it is apparent that the Merchant will not load and/or is in repudiatory breach of the contract, the Carrier shall be entitled to damages and/or deadfreight in respect of the cargo not loaded and such damages/deadfreight shall be considered liquidated damages based on the basis of the applicable freight rate, less stevedoring and port costs saved as a consequence. The Carrier shall not be liable to the Merchant in order to be entitled to damages and/or deadfreight under this paragraph. If the vessel has arrived at the port but the cargo is unavailable for whatever reason, the Carrier may, at the Carrier's election, leave after 48 hours and full deadfreight shall be due. Should the vessel arrive in the discharge port and freight, detention or other charges are due to the Carrier, the Carrier shall be at liberty to carry any other port whatsoever after 48 hours of arrival at or off the discharge port, there discharge the cargo at the Merchant's expense and such alternative discharge shall be deemed to be fulfillment of the contract of carriage.

(i) Where the Merchant has contracted to tender for shipment a minimum quantity of cargo to be carried in a number of shipments over a fixed period and fails to tender for shipment the minimum amount of cargo so specified by the end of the fixed period, the Carrier shall be entitled to deadfreight on the cargo not shipped ("the Shortfall") notwithstanding any other demurrage. Deadfreight shall be calculated on the Shortfall on the following basis. The Shortfall shall be the difference between the actual quantity of cargo shipped ("Actual Shipped cargo") and the minimum quantity as set out in the agreement between the Merchant and the Carrier. The freight payable by way of deadfreight shall be the freight figure stated in the contract between the Carrier and the Merchant less stevedoring and port costs saved as a consequence. Where the freight figure varies depending upon the amount of cargo shipped on any one day, the freight payable shall be the freight figure for the amount of deadfreight shall apply to the one parcel whether such parcel was capable of being carried as one parcel or not. The deduction of port costs and stevedoring costs saved shall be the port costs and stevedoring costs of the Shortfall based on the average of the port costs and stevedoring costs incurred by the Carrier in performing the carriage of the Actual Shipped cargo (or Carrier's estimate if no cargo shipped).

11. Lien

The Carrier shall have a lien on all cargo for any amount due (including freight, detention, demurrage, and other costs or expenses) under this Contract and other contracts between the Merchant and the Carrier and costs of recovering the same (including attorney's fees) and shall be entitled to sell the cargo privately or by auction to satisfy any claims or liens at the expense of the Merchant or other port.

12. General Average and Salvage

(a) General Average to be adjusted at any port or place at Carrier's option and to be settled according to the York-Antwerp Rules 1994, or any modification thereof, in respect of all cargo whether carried on or under deck. In the event of accident, danger, damage or disaster before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which or the consequence of which the Carrier is not responsible by statute, contract or otherwise, the Merchant shall be liable to the Carrier in General Average to the payment of any sacrifice, losses or expenses of a General Average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the salving vessel or vessels belonged to strangers.

(b) If the Carrier claims no General Average for whatever reason and the nature of the event was similar to one for which General Average could have been declared, the Carrier shall be entitled to reimbursement of his expenses from the Merchant on a pro rata basis of the cargo on board.

13. Both-to-Blame Collision Clause (This clause to remain in force even if unenforceable in the courts of the United States of America)

The Both-to-Blame Collision and New South Wales clauses published and/or approved by BIMCO and obtainable from the Carrier or his agent upon request and as well available on www.bimco.org are hereby incorporated herein.

14. Government Directions, War, Epidemics, Ice, Strikes, Piracy, etc.

(a) The Master and the Carrier shall be at liberty to comply with any order or directions or recommendations in connection with the transport under this Contract of carriage given by any Government or Authority, or any body acting or purporting to act on behalf of such Government or Authority, or in compliance with the terms of the insurance on the vessel the right to give such orders or directions or recommendations.

(b) Should it appear that the performance of the transport would expose the vessel or any cargo on board to risk of seizure or damage or delay in consequence of war, wartime operations, blockade, riots, civil commotion or piracy, or any person on board to the risk of loss of life or freedom, or that such risk has increased, the Master may discharge the cargo at port of loading or any other safe and convenient port. The Master may in his absolute discretion decide to proceed in a convoy or a joint sailing with other vessels or to choose an alternative, non-direct route to protect the crew, vessel and cargo. Any time, including waiting time thereby lost, shall be for the account of the Merchant calculated at the detention rate. Any additional costs such as but not limited to additional bunkers used plus the additional cost of alternative route (e.g., rounding Africa) shall be for Merchant's account. The additional cost of time lost shall be calculated at the detention rate.

(c) Should it appear that the vessel and/or the crew are exposed to a highly infectious or contagious disease and/or a risk of quarantine or other restrictions whatsoever related to such a disease, epidemics, ice, labour troubles, labour obstructions, strikes, lockouts (whether on board or on shore), difficulties in loading or discharging either at the port/place of loading and/or at the port/place of discharge or for any other port/place. Waterway en route, or that any such risk or exposure has increased, the Master and the Carrier shall be at liberty (1) not to load the cargo and/or (2) if the vessel has arrived the port/place of loading not to load the cargo and/or (3) to discharge the cargo at the port/place of loading or any other safe and convenient port/place. In case of number (1) and/or (2) the Merchant shall nominate an alternative safe port/place within 48 running hours after receipt of the Carrier's notice, failing the Carrier shall be entitled to deadfreight as liquidated damages calculated pursuant to clause 11(h) or 11(i).

(d) Should it appear that the performance of the transport would expose the Carrier, the vessel or any having a legitimate interest in the vessel to a risk of violating a sanction or sanctions imposed by and/or announced to be imposed by the US, EU, UK and/or competent authority or government, or that any such risk or exposure has increased, the Master and/or the Carrier in their sole discretion shall be at liberty (1) not to load the cargo irrespective of whether the vessel has arrived the port/place of loading or not and/or (2) to discharge the cargo at the port/place of loading or any other safe and convenient port/place. In case of number (1) the Carrier shall be entitled to deadfreight as liquidated damages calculated pursuant to clause 11(h) or 11(i). Carrier not to be responsible for damages, delays or cancellations related to the aforementioned sanctions including delinquency of crew.

(e) The discharge of cargo under the provisions of this clause, of any cargo shall be deemed due fulfillment of the contract of carriage.

(f) If in connection with the exercise of any liberty under this clause any extra expenses are incurred they shall be paid by the Merchant in addition to the freight, together with return freight, if any, and a reasonable compensation for any extra services rendered to the cargo and any time lost by the vessel at any port/place shall be compensated by the Merchant pursuant to the detention rate (USD 30,000 or such other sum stated on the Bill of Lading) per day or pro rata.

15. Canals and Waterways

Merchant acknowledges that the freight paid or to be paid under this Contract assumes that the vessel will travel through waterways, natural or artificial, including the Panama Canal and the Suez Canal, ("Waterway") where such transit is the shortest and/or most convenient route to the discharge port. Merchant acknowledges that there is a risk that any such Waterway may be blocked, closed or that the vessel may encounter significant delay (more than 72 hours waiting time) at such Waterway or that a transit of such Waterway may be possible at significantly increased costs only. In such event or reasonably anticipated event, at the Carrier's absolute discretion, (1) the vessel may wait at or off the Waterway, and/or (2) the vessel may sail such alternative route as the Carrier deems suitable, and/or (3) the Carrier may choose to pay increased charges for priority transit if available and/or (4) the Master may discharge the cargo at a close or convenient port with all of the Carrier's obligations under this contract being considered fulfilled. The Merchant shall be liable to pay the Carrier detention at the detention rate (USD 30,000 or such other sum stated on the Bill of Lading) per day or pro rata for any time waiting exceeding 72 hours. Where option 2 is exercised, the Merchant shall in addition, pay compensation for the consequent increase in time for sailing an alternative route in accordance with the agreed detention rate plus additional bunkers plus any extra costs. Where option 3 is exercised, Merchant shall also pay compensation for increased charges for priority transit. Where option 4 is exercised the Merchant shall also pay any additional charges or costs incurred in discharging the cargo.

16. Delences and Limits of Liability for the Carrier, Servants, Agents and Managers

(a) It is hereby expressly agreed that no servant, agent or manager of the Carrier shall have any liability whatsoever to the Merchant or any other party under this contract of carriage for any loss, damage or delay of whatsoever kind arising or resulting directly or indirectly from any act or omission of the Carrier or any servant, agent or manager of the Carrier, in the course of or in connection with his employment. (b) Without prejudice to the generality of the foregoing provisions in this fulfilment clause, every exemption from liability, limitation, condition and liberty herein contained and every right, defence and immunity of whatsoever nature applicable to the Carrier or to which the Carrier is entitled, shall also be available and shall extend to protect every such servant, agent or manager of the Carrier acting as aforesaid.

(c) The Merchant undertakes that no claim shall be made against any servant, agent or manager of the Carrier and, if any claim should nevertheless be made, to indemnify the Carrier against all consequences thereof including attorney's fees.

(d) For the purpose of all the foregoing provisions of this clause the Carrier is or shall be deemed to be acting as agent or trustee on behalf of and for the benefit of all persons who might be his servants or agents from time to time and all such persons shall to this extent be or deemed to be parties to this contract of carriage.

(e) The provisions of this clause shall specifically apply, but not be limited to all independent contractors, brokers, stevedores, port captains, commercial and technical managers, and transportation providers employed by the Carrier.

(f) Any reference to a letter of credit or invoice number shall not be considered to be a declaration of value of the cargo. Unless the value of the cargo is declared by the Merchant in the appropriate box on the front of the Bill of Lading, the value of the cargo is unknown to the Carrier.

17. Stowage

(a) The Carrier shall have the right to stow by means of containers, trailers, transportable tanks, flats, pallets or similar articles of transport used to consolidate goods.

(b) The Carrier shall have the right to carry containers, trailers, transportable tanks and covered flats, whether loaded or empty, and all such articles shall be loaded and secured on the Merchant, on or under deck without notice to the Merchant.

(c) The Merchant is responsible for the accuracy of all information and declarations as to the size, position of the cargo in the cradle, weight and measurements of the cargo provided to the Carrier. Stowage plans are based on the accuracy of the information and declarations. A failure to provide accurate information or declarations may lead to cargo being short loaded or not loaded at all. If the Merchant is in breach of this obligation, the Carrier shall be entitled to deadfreight for the cargo not loaded at the same rate of freight as agreed.

18. Packaging

The Merchant is responsible for providing cargo that is properly packed and internally secured for ocean transportation, and that all centres of gravity are marked, proper seals are attached and, if required, all cradles used for securing the cargo are fit for the purpose and the cargo is properly secured to the cradle or to the bottom, the Merchant shall provide the cargo in suitable and appropriate with suitable and marked lifting lugs and sufficient and marked lashing points for the cargo and/or cradle to be properly lifted and secured. If flat-tanks or similar receptacles whatsoever are carried inside the containers the Merchant is responsible for declaring them and providing detailed description including the MSDS of the cargo in the appropriate box on the front of the Bill of Lading. The Merchant shall provide cargo plans including a detailed footprint sketch prior to loading and suitable packaging to protect any lifting, lashing and securing belts, slings, ropes and chains etc. from sharp or abrasive edges on the cargo and from loads being concentrated in one point, as this may cause the lifting/securing equipment to break. Any special dunnage, spreader bars of other special equipment required to load, discharge or secure the cargo is to be for the Merchant's risk and expense. Any damage to the cargo and any delay, resulting from the Merchant's failure to comply with the terms of this clause shall be for the Merchant's account and the Merchant shall indemnify the Carrier for all losses whatsoever including any damage to the vessel or other cargo onboard and any loss of time.

19. Shipper-Packed Containers, Trailers, Transportable Tanks, Flats, Pallets and Similar Articles

(a) The Carrier shall not be responsible for loss of or damage to contents of a container whatsoever when the container has not been filled, packed or stowed by the Carrier. The Merchant shall cover any loss, damage or expense incurred by the Carrier when caused by negligent filling, packing or stowing of the container, or the contents being unsuitable for carriage in a container. The same applies with respect of trailers, tanks, flats, pallets and other similar articles of transport used to consolidate goods.

(b) The Merchant shall be responsible to provide the Carrier prior to loading of the cargo mandatory container weight verification in accordance with SOLAS Verified Gross Mass (VGM) requirements. Should a container arrive alongside without VGM, the Carrier has a right to obtain VGM at responsibility and expense of the Merchant or reject loading the container without any liability to Carrier. In addition, the Merchant shall pay detention in the amount as per clause 10 (d) or (e) for any delay and any other costs whatsoever related to Merchant's failure to timely provide VGM.

SPECIAL CLAUSES

A. Detention

In addition to Clauses 10(d) and (e), detention shall also be paid by the Merchant, at the rate of USD 30,000 per day or pro rata unless otherwise specified and is payable day by day, for any delay in loading or discharge at or off the port or berth, including time lost due to congestion, swell or tide, quarantine or similar restriction, shifting, renomination of the berth due to Merchant's request, restrictions to conduct cargo operations or navigations, impossibility to leave the berth after loading or discharge is completed or any other reason whatsoever and any consequences thereof. The Merchant shall also be liable for any extraordinary costs while the vessel is on detention.

B. U.S. Trade. Period of Responsibility

(i) In case the Contract of carriage evidenced by this Bill of Lading is subject to war, wartime Carriage of Goods by Sea Act of the United States of America 1936 (U.S. COGSA), then the provisions stated in said Act shall govern before loading, after discharge and throughout the entire time the cargo is in the Carrier's custody and in which event freight shall be payable on the cargo commencing into the Carrier's custody. For US trades, the terms on file with the Federal Maritime Commission shall apply to such shipments.

(ii) If the U.S. COGSA applies, and unless the nature and value of the cargo has been declared by the shipper before the cargo has been handed over to the Carrier and inserted in this Bill of Lading, the Carrier shall in no event be or become liable for any loss or damage to the cargo in excess of USD500 per package or customary freight unit. If despite the provisions of sub-clause 3(a), the Carrier's cargo is not in a container, then all limitations and defences available under U.S. COGSA (or other applicable regime) shall apply.

(iii) For purposes of calculating the Carrier's liability under subsection (ii), the number of pieces or units listed in the box on the face of this Bill of Lading headed "Number and kind of packages or units" shall conclusively establish the number of packages. If the cargo being carried is not a package, then unless otherwise stated otherwise, freight is calculated on the number of such unpackaged vehicles or other physical pieces of unpackaged cargo, including articles or things of any description whatsoever except goods shipped in bulk, and each such piece of unpackaged cargo shall conclusively be deemed one customary freight unit.

(iv) Whenever the U.S. COGSA applies, whether by virtue of carriage of cargo to or from the US or otherwise, despite arising out of or in connection with the Contract of carriage evidenced by this Bill of Lading shall be exclusively determined by the United States District Court for the Southern District of Texas, and in accordance with the laws of the United States. Merchant further agrees to submit to the jurisdiction of the Southern District of Texas and to waive any and all objections to venue.

C. Security Clause

(i) If the vessel calls any country that requires security filing including but not limited to the United States, Canada, Brazil and the European Union member states, including any of their territories, regardless whether this country is a port of loading or discharge for Merchant's cargo, the following provisions shall apply with respect to any applicable regulations:

The Merchant shall provide the Carrier with all information needed for security filing no later than 48 hours prior to vessel's loading or if the decision to call the country requiring security was made by the Carrier after the vessel had sailed not later than 48 hours after the Merchant received Carrier's request to provide such information.

(ii) Unless caused by the Carrier's negligence, any delay suffered or time lost in obtaining the entry and exit clearances from the relevant country's authorities shall count as time on detention.

(iii) Any fines, penalties, fees, costs, expenses, damages (including consequential damages and attorney's fees) and losses that the Carrier may incur, even if levied against the vessel, that arise out of security measures imposed at any port shall be for the Merchant's account if not due to Carrier's negligence.

D. Supply Chain Vetting

Merchant warrants that they have vetted their supply chain and no party or part of the supply chain or goods is sanctioned by the US, EU, UK or competent authority or government with Merchant to be fully liable for damages due to breach of warranty. Carrier not to be responsible for damages, delays or cancellations related to the aforementioned sanctions including delinquency of crew.

E. Commission

Commission, where referenced, shall only be applicable to, and calculated on, freight earned and paid with respect to voyage(s) performed under this Bill of Lading.

TRATADO DE PROMOCIÓN COMERCIAL PANAMÁ – ESTADOS UNIDOS
UNITED STATES – PANAMA TRADE PROMOTION AGREEMENT
CERTIFICADO DE ORIGEN / CERTIFICATE OF ORIGIN

ORIGINAL

1. Razón social, dirección, teléfono y correo electrónico del exportador: Exporter's legal name, address, telephone and e-mail NMT Projects International (Americas) Inc. 14950 Heathrow Forest Pkwy, Suite 230 Houston TX 77032 USA Ph: 832- 300-1600 Houston@NMTProjectsUSA.com		2. Período cubierto / Blanket period: Desde (DD/MM/AA) / From (MM/DD/YY): 11/1/23 Hasta (DD/MM/AA) / To (MM/DD/YY): 11/30/24			
3. Razón social, dirección, teléfono y correo electrónico del productor: Producer's legal name, address, telephone and e-mail Niagara Bottling, LLC 2560 E Philadelphia St Ontario, CA 91761 Tel: 909-230-5000 / Email: sales@niagarawater.com		4. Razón social, dirección, teléfono y correo electrónico importador: Importer's legal name address, , telephone and e-mail INKOOOP S A BOULEVARD COSTA DEL ESTE PH FINANCIAL PARK, 14GE 8 Panama Telephone: +507 388-7434 / email: operation@inkoop-group.com			
5. Descripción del (las) mercancías(s) / Description of goods	6. Clasificación Arancelaria / HS Tariff Classification	7. Criterio Preferencial / Preference Criterion	8. Valor Contenido Regional / Regional Value Content	9. Factura No. Fecha / Invoice. No. Date	10. País de Origen / Country of Origin
Purified Drinking Water	2201.90.20	A	No	Invoice S21347 11/2/2023	USA
11. Certificación de Origen / Certification of Origin Declaro bajo juramento que / I certify that: - La información contenida en este certificado es verdadera y exacta, y me hago responsable de comprobar lo aquí declarado. Estoy consciente que soy responsable por cualquier declaración falsa u omisión hecha en o relacionada con el presente certificado. / The information on this certificate is true and accurate and I assume the responsibility for providing such representations. I understand that I am liable for any false statements or material omissions made on or in connection with this certificate. - Me comprometo a conservar y presentar, en caso de ser requerido, los documentos necesarios que respalden el contenido del presente certificado, así como a notificar por escrito a todas las personas a quienes se lo entregue, de cualquier cambio que pudiera afectar la exactitud o validez del mismo. / I agree to maintain and present upon request, documentation necessary to support this certificate, and to inform, in writing, all persons to whom the certificate was given of any changes that could affect the accuracy or validity of this certificate. - Las mercancías son originarias del territorio de las partes y cumplen con los requisitos de origen que les son aplicables conforme al Tratado de Promoción Comercial Panamá - Estados Unidos. / The goods originated in the territory of the parties, and comply with the origin requirements specified for those goods in the Panama - United States Trade Promotion Agreement. - Las mercancías no han sido objeto de procesamiento ulterior o de cualquier otra operación fuera de los territorios de las Partes, salvo en los casos establecidos en el Artículo 4.12. / The goods undergoes no further production or other operation outside the territories of the Parties unless specifically exempted in Article 4.12. Esta certificación se compone de <u>1</u> hojas, incluyendo todos sus anexos. / This certificate consist <u>1</u> pages, including attachments.					
Firma autorizada / Authorized signature: 		Nombre de la empresa / Company's name: NMT Projects International (Americas) Inc.			
Nombre / Name: Mayra Guerrero		Cargo / Title: Project Manager			
Fecha (DD/MM/AA) / Date (MM/DD/YY): 06/05/2024		Teléfono y fax / Telephone and Fax: 832-300-1600			
12. Observaciones / Comments: OLGA L. BAEZ Notary Public, State of Texas Comm. Expires 09-17-2024 Notary ID 5533121					

ORIGINAL



HEALTH CERTIFICATE

October 10, 2023

To Whom It May Concern:

We hereby certify that the item(s) noted below are fit for human consumption, complying fully with the United States food and beverage regulations and is freely on sale in the country of manufacture.

Bottle Size	0.5L	1G	8oz	1.0L	1.5L
Pack Size	24	6	80	15	15
Cases/Pallet	84	48	48	70	44
Pack Type	Nested	Brick	Nested	Brick	Brick
Case Length (in)	14	16.1	18.4	14.3	17.13
Case Width (in)	11.9	10.7	14.3	11.2	10.28
Case Height (in)	7.9	12.3	8.5	10.9	12.5
Case Weight (lbs)	27.4	51.2	44	34.4	51.3
Case Cube (ft3)	0.76	1.23	1.29	1.01	1.28
Pallet Specifications					
Pallet Length (in)	50.2	48.6	51.2	48.7	51.1
Pallet Width (in)	43.5	43.2	40.5	42.3	40
Pallet Height (in)	52.2	55.5	57.7	57.5	56.1
FG Pallet Weight (lbs)	2372	2532	2185	2480	2326
Payload					
Cases/Pallet	84	48	48	70	44
Cases/Layer	14	12	8	14	11
Layers/Pallet	6	4	6	5	4
Cases/Truck	1596	816	960	1260	836
Pallets/Truck	19	17	20	18	19

Sincerely,

Bryce Hughes

Senior Director of Quality Assurance

The Humble Area Chamber of Commerce recognized under the laws of the State of Texas certifies in reliance representation of the exporter and not on the basis of independent verification that to the best of its knowledge and belief the above information is true and correct.

1170

Justin Lewis





LETTER OF GUARANTEE

Products

Purified Water
Carbonated Beverages
Purified Water with Minerals Added Flavored
Vitamin Enhanced Water
Spring Water
Purified Water with Fluoride Added
Spring Water with Fluoride Added

ORIGINAL

Date Issued: 10/03/2023

US FDA Compliance

All Bottled Water Products supplied by Niagara Bottling, LLC are produced to, as of the date of delivery, meet or exceed all guidelines provided by the U.S. Food and Drug Administration. These guidelines include the Federal Food, Drug and Cosmetic Act and all applicable sections of the Code of Federal Regulations (CFR).

State Level Environmental, Food and Agricultural Agencies

All Bottled Water Products supplied by Niagara Bottling, LLC are produced to, as of the date of delivery, meet or exceed all guidelines provided by the State Agencies where these products are either produced or distributed.

IBWA Compliance

All Bottled Water Products supplied by Niagara Bottling, LLC are produced to, as of the date of delivery, meet or exceed all guidelines detailed in the International Bottled Water Association (IBWA) Code of Practice.

Allergen Content

No known allergens or allergen derivatives such as peanuts, soy/soybeans, milk, eggs, fish, shellfish/crustacea, tree nuts, sulfites or wheat/gluten substances are present in any finished product. Some manufacturing locations have a coconut allergen on site, however, it is present at undetectable levels in the finished product.

Packaging Material

All bottles, caps and film are 100% recyclable. Bottles are made from PET plastic resin, caps are made from HDPE plastic resin and the shrink film is made from LDPE plastic. The resin compositions comply with FDA regulation (21 CFR 177.1520 and 177.1630) for food-contact plastics. Bottles are sealed with tamper-evident bands that have a ring around the neck that detaches from the cap once opened. No Bisphenol A (BPA) is intentionally added or used as an additive or raw material in the manufacture of this product.

Sincerely,

Tiffany Moseley
Director of Regulatory Affairs & Compliance
PH: 909-270-0624 / tmoseley@niagarawater.com

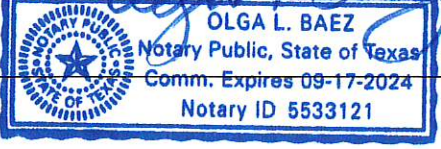
The Humble Area Chamber of Commerce recognized under the laws of the State of Texas certifies in reliance representation of the exporter and not on the basis of independent verification that to the best of its knowledge and belief the above information is true and correct.

1170



TRATADO DE PROMOCIÓN COMERCIAL PANAMÁ – ESTADOS UNIDOS
UNITED STATES – PANAMA TRADE PROMOTION AGREEMENT
CERTIFICADO DE ORIGEN / CERTIFICATE OF ORIGIN

ORIGINAL

1. Razón social, dirección, teléfono y correo electrónico del exportador: Exporter's legal name, address, telephone and e-mail NMT Projects International (Americas) Inc. 14950 Heathrow Forest Pkwy, Suite 230 Houston TX 77032 USA Ph: 832- 300-1600 Houston@NMTProjectsUSA.com		2. Período cubierto / Blanket period: Desde (DD/MM/AA) / From (MM/DD/YY): 11/1/23 Hasta (DD/MM/AA) / To (MM/DD/YY): 11/30/24									
3. Razón social, dirección, teléfono y correo electrónico del productor: Producer's legal name, address, telephone and e-mail Niagara Bottling, LLC 2560 E Philadelphia St Ontario, CA 91761 Tel: 909-230-5000 / Email: sales@niagarawater.com		4. Razón social, dirección, teléfono y correo electrónico importador: Importer's legal name address, , telephone and e-mail INKOOP S A BOULEVARD COSTA DEL ESTE PH FINANCIAL PARK, 14GE 8 Panama Telephone: +507 388-7434 / email: operation@inkoop-group.com									
5. Descripción del (las) mercancías(s) / Description of goods	6. Clasificación Arancelaria / HS Tariff Classification	7. Criterio Preferencial / Preference Criterion	8. Valor Contenido Regional / Regional Value Content	9. Factura No. Fecha / Invoice. No. Date	10. País de Origen / Country of Origin						
Purified Drinking Water	2201.90.20	A	No	Invoice S21347 11/2/2023	USA						
11. Certificación de Origen / Certification of Origin Declaro bajo juramento que / I certify that: - La información contenida en este certificado es verdadera y exacta, y me hago responsable de comprobar lo aquí declarado. Estoy consciente que soy responsable por cualquier declaración falsa u omisión hecha en o relacionada con el presente certificado. / The information on this certificate is true and accurate and I assume the responsibility for providing such representations. I understand that I am liable for any false statements or material omissions made on or in connection with this certificate. - Me comprometo a conservar y presentar, en caso de ser requerido, los documentos necesarios que respalden el contenido del presente certificado, así como a notificar por escrito a todas las personas a quienes se lo entregue, de cualquier cambio que pudiera afectar la exactitud o validez del mismo. / I agree to maintain and present upon request, documentation necessary to support this certificate, and to inform, in writing, all persons to whom the certificate was given of any changes that could affect the accuracy or validity of this certificate. - Las mercancías son originarias del territorio de las partes y cumplen con los requisitos de origen que les son aplicables conforme al Tratado de Promoción Comercial Panamá - Estados Unidos. / The goods originated in the territory of the parties, and comply with the origin requirements specified for those goods in the Panama - United States Trade Promotion Agreement. - Las mercancías no han sido objeto de procesamiento ulterior o de cualquier otra operación fuera de los territorios de las Partes, salvo en los casos establecidos en el Artículo 4.12. / The goods undergoes no further production or other operation outside the territories of the Parties unless specifically exempted in Article 4.12. Esta certificación se compone de <u>1</u> hojas, incluyendo todos sus anexos. / This certificate consist<u>1</u> pages, including attachments. <table><tr><td>Firma autorizada / Authorized signature: </td><td>Nombre de la empresa / Company's name: NMT Projects International (Americas) Inc.</td></tr><tr><td>Nombre / Name: Mayra Guerrero</td><td>Cargo / Title: Project Manager</td></tr><tr><td>Fecha (DD/MM/AA) / Date (MM/DD/YY): 06/05/2024</td><td>Teléfono y fax / Telephone and Fax: 832-300-1600</td></tr></table>						Firma autorizada / Authorized signature: 	Nombre de la empresa / Company's name: NMT Projects International (Americas) Inc.	Nombre / Name: Mayra Guerrero	Cargo / Title: Project Manager	Fecha (DD/MM/AA) / Date (MM/DD/YY): 06/05/2024	Teléfono y fax / Telephone and Fax: 832-300-1600
Firma autorizada / Authorized signature: 	Nombre de la empresa / Company's name: NMT Projects International (Americas) Inc.										
Nombre / Name: Mayra Guerrero	Cargo / Title: Project Manager										
Fecha (DD/MM/AA) / Date (MM/DD/YY): 06/05/2024	Teléfono y fax / Telephone and Fax: 832-300-1600										
12. Observaciones / Remarks:  OLGA L. BAEZ Notary Public, State of Texas Comm. Expires 09-17-2024 Notary ID 5533121											



LETTER OF GUARANTEE

Products

Purified Water
Carbonated Beverages
Purified Water with Minerals Added Flavored
Vitamin Enhanced Water
Spring Water
Purified Water with Fluoride Added
Spring Water with Fluoride Added

ORIGINAL

Date Issued: 10/03/2023

US FDA Compliance

All Bottled Water Products supplied by Niagara Bottling, LLC are produced to, as of the date of delivery, meet or exceed all guidelines provided by the U.S. Food and Drug Administration. These guidelines include the Federal Food, Drug and Cosmetic Act and all applicable sections of the Code of Federal Regulations (CFR).

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Sincerely,

Tiffany Moseley
Director of Regulatory Affairs & Compliance
PH: 909-270-0624 / tmoseley@niagarawater.com

The Humble Area Chamber of Commerce recognized under the laws of the State of Texas certifies in reliance representation of the exporter and not on the basis of independent verification that to the best of its knowledge and belief the above information is true and correct.

1170



Tel 909.230.5000 Fax 909.354.3475 | 1440 Bridgegate Dr. Diamond Bar, CA 91765 |

www.niagarawater.com

1. DATOS DEL IMPORTADOR: Nombre: <u>IN KOOP, SA</u> R.U.C o No de ID: <u>1556 28 562-2-2016</u> N° de Notificación o Trámite: <u>94868</u> Notificación <u>6600 416</u>	2. DATOS DEL ALIMENTO: Nombre: <u>Niagara Purified Drinking water</u> País de Origen: <u>USA</u> N° de Registro: <u>A16648 - (1)</u> N° de Planta: <u>—</u>
3. FINALIDAD DE LOS ALIMENTOS: Expendio ☒ Transformación ☐	4. CANTIDAD DE ALIMENTOS: No.de Unidades: <u>52,668</u> (cajas/bolsas, u otros) Peso: <u>792 839</u> (Kg/t)
5. CATEGORIZACIÓN DE RIESGO: Alto ☐ Mediano ☒ Bajo ☐	6. VERIFICACIÓN DE IDENTIDAD: Cumple ☒ No Cumple ☐
7. VERIFICACIÓN FÍSICA: Cumple ☒ No Cumple ☐ Registro de Temperatura: <u>ambiente</u>	8. ANÁLISIS DE LABORATORIO: SI ☐ NO ☒ Condición: Alerta Sanitaria ☐ Resultados: Conforme ☐ Vigilancia ☐ No Conforme ☐
9. MEDIO DE TRANSPORTE: Aéreo ☐ Marítimo ☒ Terrestre ☐ Inspección: Satisfactorio ☒ No Satisfactoria ☐	10. APLICACIÓN DE LA MEDIDA SANITARIA: Retención ☐ Liberación ☒ Decomisos ☐ Destrucción ☐ Cantidad: <u>52,668</u>
11. DESTINO DEL ALIMENTO: Recinto Aduanal: <u>CCT</u> Empresa o Dirección: <u>IN KOOP, SA</u>	12. CONDICIONES DEL TRASLADO A DESTINO: N° de sello Plástico: <u>—</u> N° de Contenedor o placa: <u>49 contenedores</u>
13. PUNTO DE INGRESO Y/O TRÁMITE FINAL: Lugar y Fecha: <u>Punta Rincón 12/6/24</u> Nombre y Firma del interesado: <u>Amarellys Cruz</u> <u>2-723-2293</u>	14. NOMBRE DEL INSPECTOR Y N° DE IDONEIDAD: Nombre: <u>Amarellys M. Cruz</u> Firma: <u>[Firma]</u> Sello:  Hora: <u>11:00</u> Llegada: ☐ Inicio: ☐ Salida: ☐ CONSEJO TÉCNICO NACIONAL DE AGRICULTURA AMARELYS M. CRUZ MAESTRIA EN ADMON. DE EMP. CIENF. GCIA. DE EMP. AGROP. IDONEIDAD: 7,132-12-M18 *
15 OBSERVACIONES: Se Realizo la verificación con un equipo de trabajo conformado por: Ing. Linatejada, Ing. Stephany Rodriguez, Lic. Gladys Vergara y Ing. Amarellys Cruz. Al momento de la verificación se Realizo la Inspección Por cada contenedor validando que el producto Notificado cumple con los Requisitos para la Importación, firman <u>Linatejada</u> <u>Stephany Rodriguez</u> <u>Gladys Vergara</u> CONSEJO TÉCNICO NACIONAL DE AGRICULTURA LINATEJADA J. MAESTRIA EN ADMON. DE EMP. CIENF. GCIA. DE EMP. AGROP. IDONEIDAD: 7,030-12-M23 * CONSEJO TÉCNICO NACIONAL DE AGRICULTURA STEPHANY L. RODRIGUEZ ING. EN AGRONEGOCIOS Y DES. AGROPECUARIO IDONEIDAD: 8,000-17 CONSEJO TÉCNICO NACIONAL DE AGRICULTURA GLADYS Z. VERGARA M. BACHILLER AGROPECUARIO IDONEIDAD: 10,001-21 *	



REPUBLICA DE PANAMA
AGENCIA PANAMEÑA DE ALIMENTOS
IMPORTACIÓN

4292869182



Empresa: INKOOOP, S.A.
Teléfono: 388-7434
Empresa Transportista: bl HOUUPUN10 / 49 CONTENEDORES
Fecha de Ingreso: 12/06/2024
Notificaciones asociadas: 1
Procedencia: ESTADOS UNIDOS
CONTENEDOR: EMSU124658-0, EMSU127162-3,

Punto de ingreso: CRISTOBAL, PTO. (PPC)
Última actualización: 10/06/2024
Fecha de impresión: 10/06/2024

No. Trámite: **96868**
R.U.C.: 155628562-2-2016
Correo: operation@inkoop-group.com info@lko

EMSU872888-2, EMSU872930-1, FQMU192640-8, FQMU196529-8, FQMU198096-6, FQMU199653-4, FQMU199654-0, FQMU199819-9, FQMU199847-6, FQMU203796-1, FQMU203812-4, FQMU203817-1, FQMU203822-7, FQMU203827-4, FQMU203828-0, FQMU203829-5, FQMU234960-9, FQMU234963-5, FQMU234975-9, FQMU240664-8, FQMU240670-9, FQMU240724-3, FQMU240765-0, FQMU240768-6, FQMU240771-0, FQMU240796-3, FQMU240800-2, FQMU240801-8, FQMU240803-9, FQMU240805-0, FQMU240806-5, FQMU240807-0, FQMU240825-5, FQMU240836-3, FQMU274827-6, FQMU277441-8, FQMU334819-2, FQMU341691-2, FQMU357584-8, FQMU420507-2, FQMU443548-1, FQMU475157-7, FQMU477493-1, FQMU517604-5, FQMU546363-6, FQMU577895-2, FQMU860499-6

Notificación	Registro	Arancel	Nombre del Alimento	Cantidad (Kg./Lt.)	Cajas / Bolsas	Planta -- Registro
6600416	A166448	2201.90.20.00.00	NIAGARA PURIFIED DRINKING WATER	792839	627	



REPÚBLICA DE PANAMÁ

GOBIERNO NACIONAL

AGENCIA PANAMEÑA DE ALIMENTOS
NOTIFICACIÓN DE IMPORTACIÓN DE ALIMENTOS DE ESTADOS UNIDOSAgencia
Panameña de
Alimentos

Notificación 6600416-USA



DATOS DEL IMPORTADOR

Nombre	INKOOP, S.A.	Ruc o CIP	155628562-2-2016	DV	3
Teléfono	388-7434	Fax	NO REGISTRA		
D.Bodega	URBANIZACIÓN PANAMÁ PACÍFICO, CALLE INTERNATIONAL BUSINESS PARK, EDIFICIO BUSINESS CENTER 3832, GALERA 1. (Ven				
Correo	operation@inkoop-group.com info@inkoop-group.com				

DATOS DEL ALIMENTO A IMPORTAR

Código Arancelario	2201.90.20.00.00				
Descripción del Arancel	Aguas potables.				
Nombre del Alimento	NIAGARA PURIFIED DRINKING WATER				
Cantidad a Importar	792839	KILOGRAMO	No. de registro (alimento preenvasado)	A166448	

TIPO DE ALIMENTO

Animal ☐ Vegetal ☐ Otros (Especificar) ☒ BOTELLAS

CONDICIÓN DE ENVÍO

Ambiente ☒ Refrigerado ☐ Congelado ☐

USO DESTINADO DEL ALIMENTO

Consumo Humano ☒ Consumo Animal ☐ Transformación ☐

País de Origen ESTADOS UNIDOS Provincia/Estado HOUSTON

País de Procedencia ESTADOS UNIDOS

Planta de Procesamiento/Empaque/Producción

DATOS DEL EXPORTADOR

Nombre	NMT PROJECTS INTERNATIONAL (AMERICAS) INC	Nº Registro	NMT
Teléfono	1 832 300 1600	Móvil	
Correo	houston-panama@nmtprojectsusa.com		
Dirección	14950 HEATHROW FOREST PKWY SUIT 230 HOUSTON, TX 77032 USA		

ENTRADA DEL PRODUCTO AL PAÍS

Punto de Ingreso	CRISTOBAL, PTO. (PPC)		
Medio de Transporte	MARÍTIMO	Código de Contenedor	BL HOU PUN10 / 49 CONTENEDORES
EMBALAJE: Cantidad	627	Envase	PALETAS
Fecha de Embarque	04/06/2024	Fecha de Ingreso	12/06/2024

REQUISITO: [equivalenciaEEUU.pdf](#), [RES_001_2019MateriasPrimasIngredientesAlimentosIndustrializadosProcesadosTODOS.pdf](#)

Fecha de notificación: Lunes, 10 de junio de 2024

Fecha de impresión: Lunes, 10 de junio de 2024

FDNV-001-09/12.07.2017